

# Foggy Bottom News

Vol. 10, No. 7

THE VOICE OF FOGGY BOTTOM

April 1966

## APRIL 25 MEETING DOUBLE FEATURE: JETS AND LAWS

### NATIONAL AIRPORT DIRECTOR TO EXPLAIN STAND ON NOISE

As a special feature of the business portion of the Foggy Bottom Association's April 25 meeting, Arven H. Saunders, the head of Washington National Airport, will be present to explain the Federal Aviation Agency's decision to introduce jet aircraft to the airport beginning April 24. He will answer any questions Association members may have on jet noises or other problems associated with the change.

The meeting will be held in Pillsbury Hall (second floor), 2430 K Street, beginning at 8 p.m. Mr. Saunders will appear before the featured speaker, Mr. Robert L. Asher.

As Director of FAA's Bureau of National Capital Airports, Mr. Saunders is responsible for the operation of Washington National and Dulles International Airports. His aviation career spans 26 years in the airline industry and in airport administration.

From the position of sales manager for American Airlines, he moved to airport management and served successively as manager of Raleigh-Durham, Greater Cincinnati and Dulles International Airports.

He was Deputy Director of the FAA's Bureau of National Capital Airports in 1963 and in 1965 he was named Director of the Bureau.

FAA has submitted a position statement on the introduction of jets to the airport. It appears on page 2 of this issue of the News without comment.

A resolution approved by the Foggy Bottom Association in February called for public hearings and tests on the noise effects. The FAA action has provoked much opposition among civic groups and in Congress. Senator Daniel B. Brewster of Maryland conducted a special hearing on the matter April 13. The Foggy Bottom Association resolution was made part of the conference record.

Mr. Saunders and the FAA were opposed from two sides at the Brewster meeting—from citizens' groups objecting to increased noise levels and from the airline pilots' association opposing take-off procedures designed to reduce noise.

Jet airline service at National begins April 24. Everyone will be listening.

### REPORTER ASHER TO SPEAK ON DISTRICT LAWMAKERS

Robert L. Asher, who will speak at our meeting on April 25, is one of those rare persons, a native of the District. His knowledge of the District stretches from City Hall to Capitol Hill and parts intervening where he covers the activities of people and politics for the Washington Post.

His article on Alfred Bexelius, Ombudsman from Sweden who was in Washington on a visit last March,

#### FOGGY BOTTOM ASSOCIATION

NEXT MEETING: Monday, April 25 at 8 p.m.

Pillsbury Hall of St. Paul's Episcopal Church, 2nd floor,  
2430 K Street, N.W.

Speaker: Robert L. Asher, Covering District Affairs on  
Capitol Hill for the Washington Post

Topic: The Law-Makers and the District

created interest on both local and national levels. The ombudsman's job is to protect citizens "against abuse of power, arbitrariness, error and negligence by the authorities."

Mr. Asher is a near neighbor of Foggy Bottom, living at 1654 Avon Place, N.W., and understands the problems areas such as ours face. We can look forward to a well-informed and lively talk.

--B.T.W.

### D. C. SEEKS CITIZEN SUGGESTIONS AT TRAFFIC SAFETY FORUM MAY 11

District residents have an opportunity to "speak up for traffic safety" at a special citizens' forum Wednesday, May 11, at the District Building, 14th and E Streets, N.W. All citizens are invited to express their views, either individually or through their community organizations, on such subjects as traffic courts, drinking drivers, driver licensing, police enforcement, traffic engineering, speeding, traffic education and seat belts.

(continued on page 8)



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Inquiries about the Association and items or  
 advertising for the NEWS may be presented  
 to any of the above or sent to Don Carbone,  
 2400 Pennsylvania Ave., N.W. (FE 3-2725).

\*\*\*\*\*  
 Views From the Copy Desk  
 \*\*\*\*\*

SPEAK UP FOR TRAFFIC SAFETY

President Johnson, who has called the traffic accident rate the nation's greatest problem next to the war in Viet Nam, has proposed traffic safety legislation to Congress. Here in the District--where 101 persons were killed and more than 10,000 injured in almost 30,000 traffic accidents last year--the citizens too will be able to present ideas for reducing carnage on the city streets and highways. You can speak your piece at the Citizens' Traffic Safety Conference, May 11 (see page 1). For a city which lacks even home rule, this "town meeting" is a rare opportunity for positive citizen action. Let's not muffle the chance.

FOGGY BOTTOM GHOST CORNER

The empty stores at 2500 and 2506 Pennsylvania Avenue have been unoccupied for so long that they are giving the block a "ghost town" look. Legum & Gerber Realty has so far been unable to rent the property--apparently because of too high an asking price. Yet the locations are choice, particularly for such enterprises as a coffee house or a bakery on the corner, a shoemaker or a do-it-yourself dry cleaner in the smaller shop. Foggy Bottom is a good market for such services, not now nearby. Meanwhile, the stores present an eyesore. The situation seems to require an entrepreneur with some get-up-and-go and a realtor with a little more give.

SIGNED UP YET?

The Metropolitan Police Boys' Club is conducting its 1966 adult membership campaign. So if a policeman approaches you, don't panic, sign up. "You can't go wrong when you help a boy go right."

FAA'S POSITION ON JETS  
 AT NATIONAL AIRPORT

*The following statement was prepared and submitted by the Federal Aviation Agency at the request of the Foggy Bottom News and does not necessarily reflect the opinion of the News or of the Association.*

The decision to open Washington National Airport to short-haul jet aircraft on a scheduled basis was made only after a thorough study by the Federal Aviation Agency of all factors involved in such operations. Although it was basically a technical decision, other considerations such as noise, economics and the public interest were taken into account.

There is no question that small jet aircraft can be safely operated into the airport. The runways as they now stand are adequate and the ability to mix jet and piston aircraft from a traffic control standpoint is well and clearly established. Corporate jet aircraft with the same basic operating characteristics as the new family of small air carrier jets, have been using Washington National Airport for more than five years.

On the matter of noise, the FAA has adopted noise abatement procedures that must be followed by the air carriers if they are to use the airport. The FAA has the authority and the intent to deny the use of the airport to those who do not abide by the noise abatement procedures.

The FAA believes that the public interest will be served by small jet operations at Washington National. So fast are the airlines bringing short-haul jets into operation that a delay in permitting their use at Washington National would be to face within the next few years the closing of this close-in and convenient facility that served seven million passengers in 1965.

The public interest would not be served in the opinion of the FAA by the phase-out of a facility that has cost the taxpayers a total of \$38,000,000 and one which has a total payroll of \$60,000,000 annually to the citizens of the Metropolitan area.

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## FBA PLANS HOUSE & GARDEN TOUR FOR EARLY JUNE

If you're proud enough of your house (or your apartment), if you're a sort of neighborhood Luther Burbank, then the Foggy Bottom Association has just the thing for you. FBA is making plans for a house and garden tour within the area in early June.

Tentative arrangements call for an "open house" in Foggy Bottom on Sunday, June 5 from 2 to 5 p.m., during which time persons will show off their homes and gardens to their neighbors. Persons making the tour will start at a specified point, pick up a ticket and a list of places to visit, and go on their way. The ticket will be their identification.

There will be no formally conducted tour as such. Hosts and hostesses would be "at home" during the specified hours to greet visitors.

A nominal fee of 50 cents per person will be charged for those making the tour, with the proceeds to be used in a beautification project within Foggy Bottom.

Anyone interested in taking part in the house and garden show as a host or hostess is asked to call Miss Morella Hansen at 333-6382 or Miss Margaret Hays at 965-2176 to volunteer. Any one with suggestions should also call.

While not rivaling the famed Georgetown tour as planned, the event should give everyone a chance to meet his neighbor while showing off his handiwork or satisfying his curiosity.

The May issue of the FBNews will have full details. Meanwhile, let's hear from you.

## NEIGHBORHOOD PICNIC IN OFFING

Another activity planned by the Foggy Bottom Association for early June--perhaps on Saturday, June 4--is a neighborhood picnic. FBA Special Events Chairman Nancy Young is working on arrangements for an outing nearby. The Thompson Boat Center at Rock Creek Parkway and Virginia Avenue is one site being considered. Arrangements will be announced in next month's FBNews.

Previous FBA picnics have been great successes and one this year could be a fine windup for its "social season." Anyone wishing to volunteer ideas or service can reach Nancy at 337-6342.

## NOMINATIONS STILL OPEN FOR BEAUTIFICATION AWARDS

May 1 is the deadline for nominations for Citizen Participation Awards for beautification of Washington. The First Lady's Committee for a More Beautiful Capital will present awards in three categories: public area--for beautification of grounds and open spaces surrounding District schools, hospitals, playgrounds and other public or community facilities; commercial area--for design, improvement or renovation of a public site enhancing its neighborhood; neighborhood area--for sustained block clean-up programs or similar efforts to improve groups of private and public dwellings.

Eligible projects must have been undertaken between May 1, 1965 and May 1, 1966. Nominations for these awards should be submitted by May 15 to Mr. Nicholas Satterlee, Chairman, Awards Committee, 1820 Massachusetts Avenue, N.W. A brief written before-and-after description of the project and a photograph are required, along with the name of the individual or group responsible, the address of the project, and the address and telephone number of the person to be contacted.

Mrs. Johnson will make the presentations later this spring. Awards will be plaques to be affixed at the project site. Honorary certificates will also be issued.

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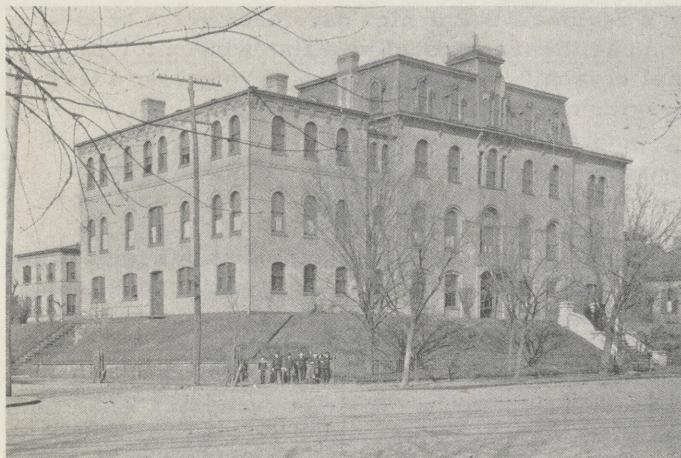
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### THE OLD . . .

*By Bettie McNamara Fretz*

In the mid 1860's the city of Washington was passing through its most difficult transition.

Those were years marked by both hardship and progress. The population of 100,000 was largely citizens of "boarders." At least 90 per cent of the homes during the Civil War years were said to have taken in boarders.

Large numbers of females were attracted to the city during the war in search of relatives and friends, or for information from the War Department. Anxiety and fatigue, as a natural consequence, caused suffering and disease, and hundreds of women, prostrated by sickness and without means, were thrown upon the charities of the residents of Washington and the Representatives from the different States to which they belonged.

Washington, in 1866, was substandard in the essentials of sanitation and city improvements. There was no sewage system, no adequate water supply

### LEWIS SCHOOL GOLDEN JUBILEE

Another area landmark will pass a major milestone this spring. The Lewis Hotel-Motel School at 2301 Pennsylvania Avenue is celebrating its 50th anniversary this year. Miss Mary Bourke and her staff will commemorate the occasion with an Open House at the School on May 4 from 4 to 7 p.m.

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### COLUMBIA HOSPITAL FOR WOMEN

One Hundred Years

and no fire department. As in every war, public buildings had suffered neglect and sabotage.

At the very time Congress chartered Columbia Hospital, the camp followers of the troops, women of the streets, and recently freed slaves were still living in unspeakably unsanitary alleys, shacks and often in the shadow of public buildings. Margaret Leech, in "Washington Reveille" writes, "It was a courageous man who ventured to walk by night in the ill lighted streets of the capital of the United States. The efficiency of the Washington police was as notorious as the prevalence of its foot pads and hoodlums."

It was during this period that a new coin called "the cent" was put into circulation. It was said to be of great convenience in calculation and in making small change. With bread selling at 4 cents and a pound of rice at 9 cents, the cent instantly became popular, despite the scorn first accorded it by Westerners and Southerners.

The need for a hospital exclusively for women was acute, and the proposal was presented to the Honorable E. M. Stanton, then Secretary of War, who authorized the Surgeon General to furnish completely 50 beds and to issue a "full supply of medicine and medical stores," insisting, however, that 20 of the beds be used exclusively for the wives and widows of soldiers and sailors.

On the fourth day of March, 1866, the hospital opened its doors for the reception of patients.

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## CELEBRATES ITS CENTENNIAL of Community Service

Application was made to Congress for a charter, which was granted on June 1, 1866.

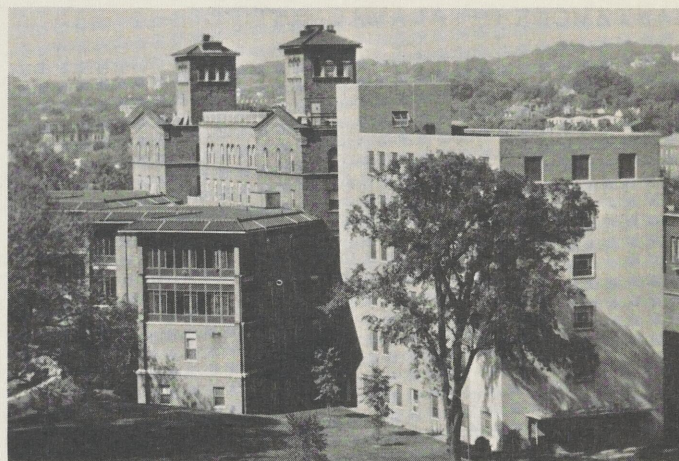
Explicitly defined were the purposes of the hospital "to found in the City of Washington a hospital and dispensary for the treatment of diseases peculiar to women, and lying-in asylum, in which those unable to pay therefor shall be furnished with board, lodging, medicine and medical attendance, gratuitously, and, to that end full powers are hereby conferred on the association."

The Medical Registry of the District of Columbia for that year noted that in the "pay department" of the new hospital, the "terms of admission are from \$6 to \$10 per week, in accordance with the room requested, payable in advance." The Registry further pointed out that "this includes board, medicine, medical and surgical attendance." Visitors were admitted on Tuesdays and Fridays from 12 to 4 p.m.

The hospital was placed under the direction of the Secretary of the Interior, and the charter stipulated that the Board of Directors include one Senator, two Congressmen and one of the District Commissioners.

Columbia's first home was the Hill Mansion, on the northwest side of Thomas Circle, at 14th Street and Massachusetts Avenue, N.W., which the Medical Registry describes as being "the most healthy part of the city."

(Continued next month)



THE NEW . . .

## We Get Letters . . .

Dr. Forest K. Harris, 800 New Hampshire Avenue, writes: "I think it is high time for adults and children to receive more consideration in Foggy Bottom." He offers two suggestions: (1) that apartment house owners install filtering devices on their chimneys to prevent smoke and chemicals from polluting the air and sticking to windows; (2) that dog owners be more considerate in picking up after their pets who use other resident's yards. "If this is done," he adds, "Foggy Bottom will be cleaner and healthier."

- \* -

Arthur J. Roehrer of Potomac Plaza calls attention to ground depth drillings on the lots at 25th and H Streets. "This type of work is generally done in advance of the construction of a high rise building. In this instance, it probably indicates that the owner feels certain of high rise zoning for his property." Mr. Roehrer believes Potomac Plaza residents would willingly petition against such zoning. (On that score, the parking lot there recently appealed to continue operation for a 5 year period. Most of the land is already zoned for high rise but such zoning for the northernmost part has been repeatedly denied.)

\*\*\*\*\*

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(See local newspapers for additions to this list.)

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## HANTZMONS OF ALAMAC RETIRE

Alamac means "In God we trust" (in Arabic) but in the Alamac Apartments, 924 25th Street, those who dwell there have got accustomed to putting their trust in Martha Hantzmon, resident manager, and her equally pleasant and able assistant, George, Martha's husband. On April 15, the Hantzmons retired and moved into 3816 North 18th Street in Arlington, a house built by Martha and her first husband in 1937.

One of the early high rise apartments in Foggy Bottom, the Alamac had Martha as resident manager the day it was completed 8 years ago. She would have completed 22 years with the F. B. Saul Company, the building's owner, by April 27. Before she came to Foggy Bottom, she managed the York Apartment, another Saul property.

George, himself an old hand at apartment management, joined Martha at the Alamac when they were married in 1960. --C.R.

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## On The Avenue

Foggy Bottom shoppers may have noticed some changes along Pennsylvania Avenue. S. Alexander Tobey of Tobey's Jewelers has abandoned his greeting card line and is now concentrating solely on watches, watch bands and watch and jewelry repair, his specialty.... Harry Collier is back in business after the fire with a little less congestion in his liquor store and with tentative plans for remodeling and expanding in a few months.

## TOASTMASTERS SEEK NEW TONGUES

The Foggy Bottom Toastmasters' Club is now conducting a membership drive for "men who are interested in speaking more fluently and purposefully." Foggy Bottomites are invited to attend a session. Meetings are held every other Tuesday from 12:45 to 2 p.m. in the People's Life Building, 601 New Hampshire Avenue. For further information call Harry T. Wachter at 638-0146 or FE 8-2764.

## MWC CHORUS IN ABENDMUSIK CONCERT

The 1965-66 Abendmusik series at Union Methodist Church, 814 20th Street will conclude May 15 at 8 p.m. with an appearance by the Mary Washington College Chorus. The concerts of sacred music are open to the public.

## OFF AND WALKING

With spring really in the air now, the Capital Hiking Club is off and running—or at least walking. Club hikes on five May Sundays will include Skyline Drive and Harper's Ferry. Bettyanne Rusen has the details at 337-8963.

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## FOGGY BOTTOM NEWSBOY VICTIM OF FREAK FIRE

Mitchell Taylor doesn't know how the fire started. All of a sudden he was awakened to discover his bedroom was ablaze. The Foggy Bottom's Washington Post carrier boy had turned in for a second sleep after making his early morning rounds March 17. When he was awakened, the fire had him trapped, or so he thought, and he rushed madly for the window of his room to escape. But the drapes on the window were afire, and that is where he got the deep second degree burns on both hands and severe blisters on his face.

Mitchell spent two weeks in G.W. Hospital, and after he was dismissed his doctor said it would take most of April to recover enough for him to resume his job as carrier boy. He expects to return to his Post route in Foggy Bottom early in May.

What caused the fire nobody knows, but Mitchell suspects a couple of his young nephews came into his room while he was asleep and played with matches near the window curtains. He doesn't think the fire was started by a smoldering cigarette, because Mitchell doesn't smoke.

None of the other occupants of his home were injured, for the fire was extinguished before it could reach other parts of the house. But Mitchell lost all of his clothing. The family has relocated to 1867 California Street, N.W.

The Foggy Bottom Association voted to present Mitchell with \$25 to help tide him over until he gets back to work, many residents of the area remembering how he delivered his papers faithfully and

on time during the heavy snow storm in February.

The gift was presented to Mitchell at the hospital April 1 by Walter S. Boardman on behalf of the Association.

Mitchell was graduated last year from Western High School, specializing in bookkeeping and accounting. He hopes to find a job in his specialty and would appreciate any job leads from his Foggy Bottom friends.

—Charley Rogers

## SYMPHONY FUND DRIVE CONTINUES

The National Symphony Orchestra's 35th annual sustaining fund campaign is still under way in the Washington area and contributions are still being welcomed. The drive's goal this year is \$400,000. Funds subsidize orchestra performances, particularly such activities as its Young People's Concerts. Contributions may be sent to the orchestra at 2101 16th Street, N.W.

### Foggy Bottom Headquarters

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## FOREIGN SERVICE WIVES SEEK BOOKS FOR FAIR

Although the Association of Foreign Service Wives still has 6 months to go before its Annual Book Fair at the State Department Exhibition Hall October 24-26, it has already begun collecting books of all kinds, records of any vintage, and posters and magazines of lasting interest. Foreign language publications are especially welcome.

Donors may call Mrs. Keith Wheelock, 652-0284; Mrs. J. Raymond Ylitalo, 966-8218, or Mrs. John De Witt, 338-5323. Bins labelled Book Fair have also been placed in the State Department building at the 21st Street and North Entrances and in the basement.

Profits from the Fair go to the Foreign Service Scholarship Fund from which USIS, AID and Foreign Service children benefit.

## A FISH STORY

Goofey was a purple fish with pink polka dots. While swimming one day he was stopped by a sea-horse carp. Down in the sea, carps are cops. "What in the ocean did you stop me for?" asked Goofey. "Speeding on the fishway," said the carp. So Goofey went to jail. The jail was an octopus and impossible to get out of. So Goofey stayed there until his case came up before the Seapreme Court. When his case came up, the Judge said, "You were speeding on the fishway. Is that true?" "Yes," said Goofey. "Guilty!" thundered the Judge. "I hereby sentence you to be caught on a fishhook." Poor Goofey. The End.

--Patricia Wiskup (Age 10)

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## TRAFFIC FORUM (continued from page 1)

The Citizens' Traffic Safety Conference will follow a public-hearing format, with each speaker invited to present his views in 5 minutes or less, orally or in writing. A citizen member of the conference panel will serve as moderator. The panel of citizen leaders and District officials will evaluate citizens' suggestions and submit recommendations to the Board of Commissioners for action.

For the convenience of all who wish to be heard, there will be both a morning session at 10 a.m. and an evening session at 7 p.m. Anyone who wishes to present a suggestion on traffic safety should so indicate, preferably before May 1, by writing to Mr. Anthony L. Ellison, Chief, Office of Traffic Safety Education, Department of Motor Vehicles, 301 C Street, N.W., Washington, D. C. 20001. Written statements by those who cannot attend the hearing may also be sent to Mr. Ellison.

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